



GTA West Corridor Environmental Assessment Planning and Environmental Assessment Study – Stage 1

Public Information Centre #4 Consultation Record

June 2010

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1. INTRODUCTION

The Ontario Ministry of Transportation (MTO) is working to provide for the efficient movement of people and goods within the context of the province's *Growth Plan for the Greater Golden Horseshoe*. To support the policy directions in the *Growth Plan*, MTO has commenced the formal environmental assessment (EA) process for the GTA West Corridor. The purpose of this Study is to examine long-term transportation problems and opportunities and consider alternative solutions to provide better linkages between *Urban Growth Centres* within the GTA West Corridor Preliminary Study Area, such as Downtown Milton, Brampton City Centre, Vaughan Corporate Centre and Downtown Guelph.

The Study is being undertaken as an Individual EA in accordance with the *Ontario Environmental Assessment Act* (the Act). The GTA West Corridor Environmental Assessment Terms of Reference was submitted to the Ontario Ministry of the Environment on July 15, 2007 and was approved on March 4, 2008.

Since the commencement of the study in January 2007, the following tasks have been completed:

- Development of an Environmental Assessment Terms of Reference;
- Development of two draft existing conditions reports: "Overview of Transportation and Economic Conditions" and "Overview of Environmental Conditions and Constraints" - released in July 2008 for public review and comment;
- Development of a draft "Transportation System Problems and Opportunities Report" for public review and comment in July 2009;
- Development of the draft "Area Transportation System Alternatives Report" for public review and comment in March 2010;
- Conducted extensive consultation with municipalities and Advisory Groups regarding the elements of the Draft Transportation Development Strategy;
- Evaluation and selection of preferred Group #1 (Optimize Existing Network) and Group #2 (New / Improved Non-Roadway Infrastructure) Alternatives;
- Assessment and evaluation of Group #3 (Widen / Improve Existing Roads) and Group #4 (New Transportation Corridors) Alternatives; and,
- Preparation of the *Draft Transportation Development Strategy*.

A first round of Public Information Centres (PICs) was held in April/May 2007. The purpose of that round of PICs was to provide the public with an opportunity to review the draft ToR, provide comments and discuss issues with representatives of the Project Team.

A second round of PICs was held in March 2009. The purpose of that round of PICs was to present the public with an update on the Study progress and to provide the opportunity for the public to comment on maps and displays depicting the problems and opportunities identified within the GTA West Corridor Preliminary Study Area.

A third round of PICs was held in November/December 2009. The purpose of that round of PICs was to present the alternatives that were developed to address the problems and opportunities presented at the second round of PICs, provide a high level assessment of the alternatives, and receive public input prior to the evaluation of the alternatives.

A fourth round of PICs was held in June 2010 to provide the public with an opportunity to review and comment on the draft multi-modal Transportation Development Strategy for the GTA West Corridor and discuss issues with representatives of the Project Team.

This Report outlines the results of the fourth round of PICs and all of the consultation events that occurred in advance of the PICs (since the third round of PICs held in November/December 2009).

2. CONSULTATION OVERVIEW

The focus of the fourth round of Public Information Centres (PICs) was to:

- Provide the results and recommendations from the evaluation process;
- Present the key elements of a draft multi-modal Transportation Development Strategy; and
- Seek public input on the evaluation and the draft Transportation Development Strategy.

The fourth round of PICs was held at 5 locations within the Preliminary Study Area between June 14th and June 24th, 2010.

Prior to the PICs, meetings were held with the GTA West Regulatory Agency Advisory Group (RAAG), Municipal Advisory Group (MAG) and the Community Advisory Group (CAG). These meetings served a similar purpose – to present and receive feedback on the preliminary planning alternatives [including initiatives to optimize the existing transportation network (Group 1) and introduce new/improved non-roadway infrastructure (Group 2)], the short-listed transportation alternatives [both potential road widenings / improvements and new transportation corridors (Groups 3 and 4)], and the preliminary assessment of the short-listed alternatives. The Project Team also met with upper-tier municipalities councils/committees, and other stakeholders.

All comments received during the fourth round of PICs from the general public, interest groups, agencies and municipalities were considered by the Project Team. The upcoming release of the draft Transportation Development Strategy Report in the fall of 2010 will reflect this input.

A list of stakeholders contacted during the fourth round of PICs is included in **Appendix A**. Consistent with the *Freedom of Information and Protection of Privacy Act*, public lists developed as part of this study have not been included.

Public and interest group comments submitted, summarized and organized by theme, are included in **Appendix B**, with the corresponding response that was generally provided. All public comments submitted to which a reply was requested, received a response from the Project Team. These comments and responses are compiled under separate cover.

3. PUBLIC CONSULTATION DURING PUBLIC INFORMATION CENTRE #4

3.1 Project Website

The GTA West project website (www.gta-west.com) was updated to include the dates, times and locations of the PICs, as well as a link to an electronic copy of the Ontario Government Notice on June 1, 2010. In addition, the PIC display material package and study brochure were made available for the public to download on June 14, 2010.

A copy of the current content of the project website is included in **Appendix C**.

3.2 Newspaper Notifications

A notice was published in 17 newspapers with circulation across the Preliminary Study Area. The notices provided an overview of the key steps involved in EA Stage 1, notification of the fourth round of PICs, a key map for Study context and contact information for key Project Team members. A copy of the newspaper notice is included in **Appendix D** and was published as outlined below.

Notice of Public Information Centre #4

A notice announcing the fourth round of PICs was published in the following list of newspapers on the specified dates. The notice was also posted on the project website.

DAILY NEWSPAPERS

- | | | |
|-----------------------|------------------|-------------------|
| 1. Toronto Star | Sat June 5, 2010 | |
| 2. The Guelph Mercury | Sat June 5, 2010 | Sat June 12, 2010 |

TRI-WEEKLY NEWSPAPERS

- | | | |
|----------------------|------------------|-------------------|
| 3. Mississauga News | Fri June 4, 2010 | Fri June 11, 2010 |
| 4. Brampton Guardian | Wed June 2, 2010 | Wed June 9, 2010 |

BI-WEEKLY NEWSPAPERS

- | | | |
|-----------------------------------|--------------------|---------------------|
| 5. Caledon Enterprise | Thurs June 3, 2010 | Thurs June 10, 2010 |
| 6. Vaughan Citizen | Thurs June 3, 2010 | Thurs June 10, 2010 |
| 7. Guelph Tribune | Thurs June 3, 2010 | Thurs June 10, 2010 |
| 8. Georgetown Acton Independent | Thurs June 3, 2010 | Thurs June 10, 2010 |
| 9. Milton – The Canadian Champion | Thurs June 3, 2010 | Thurs June 10, 2010 |
| 10. Wellington Advertiser | Fri June 4, 2010 | Fri June 10, 2010 |

WEEKLY NEWSPAPERS

- | | | |
|-------------------------------------|--------------------|---------------------|
| 11. Caledon Citizen | Thurs June 3, 2010 | Thurs June 10, 2010 |
| 12. King Township Sentinel | Wed June 2, 2010 | Wed June 9, 2010 |
| 13. The Erin Advocate | Wed June 2, 2010 | Wed June 9, 2010 |
| 14. Le Metropolitain (French) | Wed June 2, 2010 | Wed June 9, 2010 |
| 15. Turtle Island News | Wed June 2, 2010 | Wed June 9, 2010 |
| 16. Tekawennake New Credit Reporter | Wed June 2, 2010 | Wed June 9, 2010 |
| 17. The Halton Compass | Thurs June 3, 2010 | Thurs June 10, 2010 |

3.3 Mailing List and E-mails / Letters

Study Mailing List

A GTA West Study mailing list was developed following the first PIC which includes interested stakeholders that submitted requests through the project website (webform), e-mail, fax, phone or letter. This list is constantly updated. Those who signed in at previous PICs have been added to the study mailing list. Once stakeholders are added to the mailing list they received subsequent notifications of the Study milestones outlined below through their preferred method of contact (e-mail / letter). In addition, a list of area interest groups (ratepayers associations, environmental groups, agricultural groups, etc.) was developed in consultation with local municipalities.

As of June 2010, the public mailing list included approximately 760 names and the interest group mailing list included approximately 155 groups,

E-mail / Letter Notification of the Release of the Draft Area Transportation System Alternatives Report

On April 9, 2010 and April 13-14, 2010, individuals on the Study mailing list were notified by e-mail / letter (depending on their preferred method of contact) of the release of the Draft Area Transportation System Alternatives Report. The GTA West project website was updated to include the report on April 9, 2010.

Copies of the Draft Area Transportation System Alternatives Report notification materials are included in **Appendix E**.

E-mail / Letter Notification of Public Information Centre #4

On May 31, 2010, PIC #4 notification emails / letters were sent directly to individuals on the Project Team's External Agency mailing list (including representatives of the Municipal Advisory Group and Regulatory Agency Advisory Group) and interest groups. Individuals on the public mailing list were also sent a letter / email, depending on their preferred method of contact. MPP's within the Preliminary Study Area were notified via mail on May 26, 2010.

Copies of the PIC #4 notification materials are included in **Appendix F**.

3.4 Public Information Centre #4

The fourth round of PICs was held to provide the public with an opportunity to review and comment on the draft multi-modal Transportation Development Strategy for the GTA West Corridor, provide comments and discuss issues with representatives of the Project Team.

The PICs were held as drop-in centres to allow members of the public to review display material and discuss the study one-on-one with Project Team members. In addition, brief presentations were held each night at 5:00 p.m. and 7:00 p.m. to provide a study overview. The Project Team participated in discussions with the attendees to address questions and concerns.

The PICs were held as follows:

Monday June 14, 2010	Tuesday June 15, 2010
Brampton Fairgrounds Hall 12942 Heart Lake Road Caledon, ON	Le Jardin Special Events Centre Venetian Room 8440 Highway 27 Woodbridge, ON
4:00 to 8:00 p.m.	4:00 to 8:00 p.m.

Wednesday June 16, 2010	Tuesday June 22, 2010
Mold Master Sportsplex Ice Pad A 221 Guelph Street Georgetown, ON	Snelgrove Community Centre Auditorium 11692 Hurontario Street Brampton, ON
4:00 to 8:00 p.m.	4:00 to 8:00 p.m.

Thursday March 12, 2009
River Run Centre Canada Company Hall 35 Woolwich Street Guelph, ON
4:00 to 8:00 p.m.

3.4.1 Display Panels

The display panels presented at the Public Information Centre were organized into groupings in the following order:

GROUP 1

Study Background and Process

- Study Purpose, Process and Schedule
- Policy Context
- Transportation Problems
- Transportation Opportunities
- Process Framework
- Individual Mode Assessment and Findings
- Groups of Modal Improvement Alternatives – Building Block Approach

GROUP 2

Transportation Development Strategy

- Summary of the Draft Transportation Development Strategy
- Optimize Existing Network
 - Transportation Demand Management (TDM) / Transportation System Management (TSM)
 - Metrolinx RTP and GO 2020 TDM/TSM Initiatives
 - COMPASS
- Add/Expand Non-Road Infrastructure

- Current Initiatives in the GTA West Study Area (Metrolinx: The Big Move, GO Transit: GO 2020, City of Guelph: Transit Strategy and Plan, York VIVA: 2010 to 2015 5-Year Service Plan, City of Brampton: Zum)
- Inter-regional Transit Links
- Support Freight Movement by Rail
- Road Widening and New Corridor – Overall Assessment Findings
 - Natural Environment Impacts, Land Use/Social Environment, Cultural Environment
 - Economic Benefits, Transportation Performance, Constructability and Cost
 - Overall Assessment Table and Rationale
- Road Widening and New Corridor
- Next Steps

GROUP 3

Analysis and Evaluation of Road Widening and New Corridor Alternatives

- Introduction
- Short-Listing of Group 3 and Group 4 Alternatives
- Assessment Factors and Criteria
- Natural Environment
 - Overall Assessment
 - Natural Features Mapping and Assessment of Corridor Alternatives Impacts
- Social Environment
 - Overall Assessment
 - Community and Land Use
 - Agriculture
 - Air Quality and Greenhouse Gas
- Cultural Environment - Overall Assessment
- Economic Analysis
 - Overall Assessment
 - Economic Benefit
 - Qualitative Assessment and Conclusions
- Transportation Analysis – Alternative 3-1
- Transportation Analysis – Alternative 4-1
- Transportation Analysis – Alternative 4-2
- Transportation Analysis – Alternative 4-3
- Transportation Analysis – Alternative 4-4
- Transportation Analysis – Alternative 4-5
- Transportation Analysis
- Cost and Constructability – Analysis and Evaluation
 - Issues Considered and Assessment

- Constructability Issues – Group 3-1 (Key Challenges, 407 Transitway)
- Constructability Issues for New Corridor Alternatives
- Overall Assessment

**Group 4
First Nations**

- First Nations Overview and Considerations

Refer to **Appendix G** for copies of the display panels presented at the PICs. The project website was updated to include copies of the display panels on June 14, 2010.

3.4.2 Study Documents, Reference Materials and Handouts

Copies of readily available GTA West Corridor Environmental Assessment Study documents and other materials were made available for reference at the PICs, such as:

- *GTA West Corridor EA Terms of Reference* (Amended July 2007)
- *Draft GTA West Corridor EA Overview of Transportation & Economic Conditions* (July 2008)
- *Draft GTA West Corridor EA Draft Overview of Environmental Conditions and Constraints* (July 2008)
- *GTA West Corridor EA Goals and Objectives* (January 2009)
- *Draft GTA West Corridor EA Overview of Corridor Protection and Development Issues Paper* (June 2009)
- *GTA West Corridor Problems and Opportunities Discussion Paper* (January 2009)
- *Draft GTA West Corridor EA Area Transportation System Problems and Opportunities Report* (July 2009)
- *Draft GTA West Corridor EA Overview of Forecasting Demand Analysis Report* (July 2009)
- *Draft GTA West Corridor EA “Long List” of Transportation Alternatives* (November 2009)
- *Draft GTA West Corridor EA Individual Mode Discussion Papers* (November 2009)
- *Draft GTA West Corridor EA Evaluation and Analysis of Preliminary Planning Alternatives* (June 2010)
- *GTA West Corridor EA Area Transportation System Alternatives Report* (April 2010)
- *GTA West Corridor EA Land Use Compilation Map* (December 2009)
- *The Big Move - Metrolinx Regional Transportation Plan* (November 2008)
- *GO 2020 Strategic Plan* (December 2008)
- *Brampton Züm Phase 1 and Phase 2 Maps* (September 2009)
- *York Viva Next System Map* (As of November 2009)
- *Provincial Policy Statement* (MMAH, 2005)
- *Places to Grow: Growth Plan for the Greater Golden Horseshoe* (MPIR, 2006)
- *Greenbelt Plan* (MMAH, 2005)
- *Niagara Escarpment Plan* (MNR, 2005)

- *Oak Ridges Moraine Conservation Plan* (MMAH, 2002)
- *Canadian Environmental Assessment Act* (CEAA, 2004)
- *The Ontario Environmental Assessment Act* (MOE, 1990)
- *The Environmental Bill of Rights* (2006)
- MTO Environmental Reference for Highway Design (October 2006)
- GTA West Corridor Planning & EA Study – Phase 1, Air Quality Assessment Draft Report (May 20, 2010)

A Study brochure and several factsheet hand-outs were also made available to attendees. The factsheets explained such topics as:

- The Ontario Environmental Assessment Process;
- The Canadian Environmental Assessment Process;
- The Greenbelt Plan;
- The Growth Plan for the Greater Golden Horseshoe;
- The Niagara Escarpment Plan;
- The Oak Ridges Moraine;
- The GTA West Study Area – Economic Context; and
- The GTA West Study Area – Transportation Profile.

Copies of the Study brochure and factsheets are included in **Appendix H**.

3.4.3 Attendance / Summary of Comments

A total of 325 members of the public signed the Visitor's Register for the five PICs.

In addition to verbal comments, Project Team representatives encouraged visitors to submit written comments regarding the information presented. Comment sheets were available for members of the public to fill out at the PIC or to send in by the comment deadline (July 26, 2010) by e-mail, fax or mail to the Project Team.

At the PICs, 23 written comment sheets were collected. In addition, 25 comments were received via webform, e-mail, mail and the toll-free number/telephone by the comment deadline. The following is a breakdown of attendance and the number of comments submitted by PIC date/venue:

Date / Location	Recorded Attendance	Written Comments Received
June 14, 2010, Caledon	79	5
June 15, 2010, Woodbridge	30	2
June 16, 2010, Georgetown	128	10
June 22, 2010, Brampton	39	1
June 24, 2010, Guelph	49	5
Total Comment Forms Received at the PIC		23
Total Comment Forms / Comments received via fax, mail, e-mail, webform or the toll-		25

Date / Location	Recorded Attendance	Written Comments Received
free number		
Total	325	48

Public and interest group comments submitted, summarized and organized by theme, are included in **Appendix B**, with the corresponding response that was generally provided. All public comments submitted to which a reply was requested, received a response from the Project Team. These comments and responses are bound under separate cover. All personal information has been removed consistent with the *Freedom of Information and Protection of Privacy Act*.

The following tables summarize the key written and verbal comments, issues and concerns raised during the fourth round of PICs:

Summary of Written Comments Submitted	#
Timeframe / Scope of the Study / Study Process	
• Building a new corridor is contrary to current popular thinking regarding reducing dependence on cars and protecting the environment.	2
• When will alternative alignments and termini locations of the new corridor be available?	1
• When will the refined study area, for Stage 2 – Route Planning, be available?	1
• The study process is too transportation focused. More consideration should be given to other factors (like the environment and community), rather than being focused on decreasing travel time and traffic flow.	1
Transportation Problems	
• The Hamlet of Glen Williams needs protection from traffic flow.	1
Alternatives	
• Like that Alternatives 4-2 and 4-3 have been carried forward (and that Alternatives 4-4 and 4-5 have been screened out)	6
• They won't have an impact on the cultural landscape.	
• They avoid crossing the Niagara Escarpment and Glen Williams/Terra Cotta area.	
• Avoid heritage and conservation areas.	
• Adds credibility to the Greenbelt and Niagara Escarpment designations.	
• Need to build/expand rail/transit/freight infrastructure, particularly before considering new roadways.	5
• Like Alternative 4-2	3
• Keeps traffic flow east of Winston Churchill Blvd.	
• Least damaging to the Town of Halton Hills.	
• Minimizes impacts on natural and agricultural lands.	
• Opposed to Alternative 4-3	3
• Will destroy Class A farmland south of Georgetown.	
• Contrary to the vision in the Town of Halton Hills Official Plan.	
• Will increase development pressure on rural lands.	
• Opposed to Alternative 4-4	3
• Would devastate natural areas in the Niagara Escarpment.	
• Would devastate valuable farmland.	
• Don't connect a new corridor to Highway 401. It's already too congested.	3
• General property concerns – How will a new corridor impact my property/neighbourhood?	2

Summary of Written Comments Submitted	#
• Alternatives 4-2 and 4-3 are short-sighted.	2
• Like Alternative 4-4.	2
• Like Alternative 4-3	2
• A new corridor in/near the Greenbelt will change the character of the area and increase development pressure.	2
• Prefer widening Alternative 3-1 / Widen existing highways before considering new highways.	2
• Using 407ETR should be studied. It is currently under used.	1
• Extend 407ETR to Guelph/Waterloo and/or the USA.	1
• The new corridor needs to be further north, in a less populated area.	1
• Support the Group 1 (Optimize existing network) and Group 2 (New/Improved non-road infrastructure) initiatives.	1
• An east-west corridor is needed east of Highway 400.	1
• The corridor terminus at Highway 400 will result in increased east-west traffic in residential areas east of Highway 400.	1
• Terminate new corridor at Highway 427, not Highway 400.	1
• Alternatives 4-4/4-5 should have been better considered and may be needed beyond 2031.	1
• Like the proposal of encourage speed harmonization.	1
• Taxpayers shouldn't have to pay for the widening/expansion of 407ETR.	1
• Consider a bypass north of Brampton, Georgetown and Caledon.	1
• Base the transportation network on a grid system.	1
• Promote planting of trees along roadways to help reduce snow drifting/black ice development.	1
• Construct proper grade crossings for increased rail traffic.	1
• Create pull-off areas similar to those in Massachusetts and New York States, where drivers can rest and appreciate nature.	1
• Increase truck haulage, with 3 or 4 trailers per truck.	1
• 8-10 or 12 lane highways are dangerous.	1
Environmental Effects / Evaluation of Alternatives	
• Protect recreational areas and trails, particularly the Bruce Trail.	2
• Protect agricultural lands/agricultural operations	1
• The new corridor alternatives are too close to the Greenbelt, Niagara Escarpment, Credit Valley Conservation Area and Terra Cotta Conservation Area	1
• Oppose corridor section between Highways 400 and 427, due to impact on the Greenbelt and other environmentally significant areas.	1
• Protect features of the natural environment	1
• The Project Team shouldn't be constrained by crossing the Niagara Escarpment, and should have better considered crossing it with a new corridor.	1
• Priority seems to have been given to protecting the Niagara Escarpment and conservation lands, with little reference to the effects on people.	1
Public Consultation	
• The PIC displays were clear and informative. Staff at the PICs were helpful and available to answer questions.	2
• Provide duplicate display boards of popular material. Crowds can develop around popular boards making them hard to view.	1
• There was little reference in the presentation to the farming industry south of Georgetown.	1
• Mapping quality on displays was poor.	1
• Summaries of the reports at the reference table should be made available. The	1

Summary of Written Comments Submitted	#
amount of material available was overwhelming.	
Alterations to / Accuracy of Public Information Centre #4 Display Materials	
• Board 16 (Cluster 2 – Transportation Development Strategy): Change wording so that it has a more progressive tone	1
Growth Plan	
• 2031 planning horizon is too short of a planning timeframe.	1
• Growth needs to be balanced with the preservation of the natural environment.	1
Other Studies/ Resources to Consider	
• Highway 7 isn't being widened?	1
• Like transfer ticket pay system used by Brampton Zum.	1
• Consider European case studies before implementation here.	1
General	
• Auto makers are producing too many cars.	1
Requests for Information	
• Request for PIC #4 display materials	5
• Please add me to the mailing list	4
• Request for a PIC #4 comment sheet(s)	2
• Request for maps of Alternatives 4-2 and 4-3	2
• Request for maps of Alternatives 4-1 to 4-5	2
• Request for copies of the PIC #4 brochure	1
• Request for a hardcopy of the "Draft Area Transportation System Alternatives Report (April 2010)"	1

Summary of Verbal Comments Submitted
Alternatives
• Where will the corridor be located?
• General questions of clarification regarding the alternatives presented.
• Alternatives 4-2 and 4-3 are very similar.
• General support for Alternative 4-2 – Offers redundancy and improved transportation flow.
• General support for Alternative 4-3 – Like that it doesn't cross the Niagara Escarpment and Greenbelt.
• Alternatives 4-2 and 4-3 will bring further negative growth and development to the Halton Hills area.
• Prefer Alternatives 4-2 and 4-3, particularly because they avoid impacts to Class 1 soils in Wellington County.
• Alternative 4-3 has higher agricultural/social/community effects than 4-2, and could negatively affect the agricultural industry/rural character of the Halton area.
• Alternative 4-3 would help drivers to avoid the congestion around Milton and Highway 401.
• General support for the reasons why Alternatives 4-4 and 4-5 were screened out.
• General support for the screened out 4-4 and 4-5 alternatives, particularly 4-4. Alternatives 4-2 and 4-3 do not really address the problem, so why bother?
• A few supported Alternative 4-4 - by not building a corridor to Guelph the Project Team is being short-sighted. It will be needed in the future.
• General property concerns – Will a new corridor impact my property or development progress?
• General support for the multi-modal approach.
• Locating a transportation corridor south of Bolton isn't possible due to current/impending development

Summary of Verbal Comments Submitted

- Where will the Highway 400 connection be and when will it be built?
- A corridor is needed north of the study area along Highway 9.
- If a corridor has to be built, make use of existing roads such as Kirby Road.
- The Project Team should protect for the extension of Alternative 4-3 to Guelph in the future.
- How will a new corridor affect the Norval area?
- Some believe that the corridor should cross the escarpment and go to Guelph.
- What benefit will the recommended alternatives bring to Guelph?
- Will widening of Highway 401 to 10 lanes, west of the new corridor terminus, provide enough capacity?

Transportation

- The estimate of only needing a new 4 lane corridor is short-sighted. More lanes will likely be required in the long run.
- Bus by-pass lanes on road shoulders – it would be best to not use on pavement with rumble strips and shoulder use in Mississauga is currently very light.
- Support for analyzing truck-only facility
- Why are there constraints associated with widening Highway 407? There seems to be more than enough available space to accommodate the anticipated lanes required.
- Origin-Destination data is needed that shows who will be using the corridor.
- Replace a general purpose lane on Highway 401 now with an HOV lane.
- Alternative 4-3 will likely reduce Georgetown self-containment.
- Recommended alternatives do not offer transit services in Georgetown.
- Transportation improvements are needed in the Town of Erin.
- There is a lack of parking at GO stations.
- When will GO rail service from Bolton to Union Station be available?
- New transportation infrastructure is needed in Bolton.
- Transit service in the Brampton area is lacking, particularly north of Highway 407.
- More passenger rail service is needed.
- Consider building a transitway along Highway 401.
- General interest in the cost and constructability work completed.
- Why are more roads needed? Capacity should be provided on rail, not road infrastructure.
- Concern regarding the level of traffic along County Road 124.
- More goods should be transported by rail to reduce truck traffic.
- Support for MTO's recommendations to integrate transit into the highway system via HOV lanes and transitways

Study Process and Timing

- General questions regarding the timeline and next steps of the study –When will the EA study be finished? When will the final transportation development strategy and new corridor be built out?
- The study process takes too long.
- Who is going to pay for the new corridor?
- Having to wait 10+ years until construction is too long. The corridor is needed now and by the time it is built there will be further congestion issues.

Policy and Other Studies

- Is there a long range outlook beyond 2031?
- General questions and concerns about the HP BATS study.
- Many thought the HP BATS study was initiated by our Project Team, and didn't know it was a municipal initiative.
- Where will the NGTA corridor connect to GTA West?
- Will there be a study for a corridor east of Highway 400 that would connect to GTA West?

Summary of Verbal Comments Submitted

- General questions and concerns about the 407 Transitway study – How often will buses run? Will there be parking available at the transitway stations?
- General questions and concerns about the Highway 427 extension.
- Questions regarding the amount of growth anticipated and if it is a good thing.
- Will development be frozen and/or controls be put into place to protect for a corridor?
- General concerns about the amount of growth in the GTA.
- General questions and concerns about the Hanlon EA, new Highway 7 and Freelon Bypass.
- Support the expansion of Smart Commute program to Guelph and other communities outside GTA and Hamilton.

Environmental

- General support for not crossing the Niagara Escarpment and Greenbelt (and their associated trail systems) with a new corridor.
- Concerns about potential impacts on agricultural lands and countryside character. A new corridor will divide farm operations and promote more growth.
- A new roadway will lead to more growth and have significant environmental effects.
- General concerns about crossing the Humber River Valley and Credit River Valley.
- The nuances of the evaluation weren't clear.
- Concerns about the potential impacts of a new corridor on the sensitive natural areas around Kleinburg.
- By reclaiming old rail lines for rail service, recreational trails may be displaced.
- Grand River Conservation Authority (GRCA) – Like that the corridors avoid sensitive natural features in their jurisdiction.
- Credit Valley Conservation Authority (CVC) – Like the board material and evaluation tables.

General

- The Project Team was complimented on the comprehensive work they have completed.
- The development industry is anxious for us to define a corridor.
- The Project Team didn't assume "peak oil", all the effort and money in the study would be a waste if people are not going to drive because they cannot afford.
- The development industry is anxious for a corridor to be defined.
- The tone/wording used on the display panels wasn't progressive enough. The strategy needs to be more innovative.
- The Project Team should have conducted a sensitivity test assuming "peak oil" conditions.
- There was a general understanding of the rationale for the project.
- Larger mapping with landmarks and more street names are needed.
- How does MTO acquire property?
- MTO needs to better compensate property owners who aren't directly affected by new projects, but whom are nearby and also experience the nuisance effects.
- The amount of material at the PIC was overwhelming.
- Board 2 in Cluster 3 which displays the alternatives carried forward is unclear.

3.5 Consultation with the Community Advisory Group

To assist the Project Team as the Study progresses, a Community Advisory Group (CAG) was formed to provide valuable input on community perspectives. The CAG includes representatives from several stakeholder / interest groups, organizations, and individuals in and around the Preliminary Study Area. The CAG was formed based on applications received during the preparation of the EA Terms of Reference.

On May 4, 2010, a sixth CAG meeting was held. The purpose of that meeting was to present and receive feedback on the preliminary planning alternatives [including initiatives to optimize the existing transportation network (Group 1) and introduce new/improved non-roadway infrastructure (Group 2)], the short-listed transportation alternatives [both potential road widenings / improvements and new transportation corridors (Groups 3 and 4)], and the preliminary assessment of the short-listed alternatives.

The summary notes from this meeting are provided in **Appendix I**.

4. CONSULTATION WITH MUNICIPALITIES AND AGENCIES DURING PUBLIC INFORMATION CENTRE #4

4.1 Municipal Advisory Group

A Municipal Advisory Group (MAG) was formed during the Study's commencement based on the geographic context of the Preliminary Study Area and includes representatives from upper and lower tier municipalities in the Preliminary Study Area.

On May 11, 2010, the fifth meeting of the MAG was held. The purpose of that meeting was to present and receive feedback on the preliminary planning alternatives [including initiatives to optimize the existing transportation network (Group 1) and introduce new/improved non-roadway infrastructure (Group 2)], the short-listed transportation alternatives [both potential road widenings / improvements and new transportation corridors (Groups 3 and 4)], and the preliminary assessment of the short-listed alternatives.

The presentation and summary notes from this meeting are provided in **Appendix J**.

4.2 Regulatory Agency Advisory Group

A Regulatory Agency Advisory Group (RAAG) was formed during the Study's commencement and includes potentially affected federal ministries, provincial ministries, regional agencies (Conservation Authorities) and Transportation Service Providers.

On May 7, 2010, the fifth meeting of the RAAG was held. The purpose of that meeting was to present and receive feedback on the preliminary planning alternatives [including initiatives to optimize the existing transportation network (Group 1) and introduce new/improved non-roadway infrastructure (Group 2)], the short-listed transportation alternatives [both potential road widenings / improvements and new transportation corridors (Groups 3 and 4)], and the preliminary assessment of the short-listed alternatives. This meeting was held as a joint meeting with the Niagara to GTA Corridor Environmental Assessment team.

The presentation and summary notes from this meeting are provided in **Appendix K**.

4.3 Presentations to Upper-Tier Municipal Councils and Committees

The Project Team gave presentations to upper-tier municipal councils and committees from across the Preliminary Study Area to provide an overview of the progress of the Study since PIC #3. Lower-tier municipalities could request presentations by the Project Team however these requests would be entertained if the scheduling was compatible. The Town of Caledon and City of Brampton requested presentations.

The presentations were held as follows:

- Halton Region – Planning and Public Works Committee..... June 16, 2010
- York Region – Planning and Economic Development Committee..... June 16, 2010
- Peel Region – General Committee June 17, 2010
- City of Brampton – Planning and Development Committee..... June 21, 2010
- Town of Caledon – Council..... June 22, 2010

- County of Wellington/City of Guelph* – Council..... June 24, 2010

*The City of Guelph as well as lower-tier municipalities in the County of Wellington were invited to attend the Wellington Council presentation.

The summary notes from these meetings are included in **Appendix L**.

4.4 Other Meetings

The Project Team conducted extensive consultation with a variety of stakeholders prior to the fourth round of consultation. The following is a list of these meetings, the date they were held and their overall purpose:

Date	Meeting	Purpose
January 21, 2010	Niagara Escarpment Commission, Board Meeting	Joint Niagara to GTA and GTA West presentation providing a study progress update.
February 9, 2010	Ontario Power Authority	To discuss coordination opportunities between the GTA West Study and prospective Hydro Corridor study as per the issued agenda.
February 24, 2010	Ontario Power Authority	To further discuss coordination opportunities between the GTA West Study and prospective Hydro Corridor study as per the issued agenda.
April 22, 2010	GTA West and Niagara to GTA Inter-Governmental Provincial Agency Workshop (MTO, MEI, MAH, GO Transit, Metrolinx)	Purpose of the workshop is to present Preliminary Planning alternatives, preliminary assessment of the alternatives developed, discuss potential implementation responsibilities and discuss conformity with existing provincial policies/ regulations and coordination with other related provincial initiatives.
May 25, 2010	Halton Transportation Advisory Committee	Presentation and discussion on the Draft Area Transportation Systems Alternatives Report
June 17, 2010	Niagara Escarpment Commission	Provided a study progress update and addressed questions.

5. CONSULTATION WITH FIRST NATIONS

Following PIC #3, MTO continued to engage the following First Nations groups / committees: the Six Nations of the Grand River Territory, the Haudenosaunee Confederacy Council, the Mississaugas of the New Credit First Nation and the Kawartha Nishnawbe First Nations.

A meeting was held with the Six Nations of the Grand River on April 10, 2010 in order to provide an update on the study's progress and discuss the draft framework of the First Nations Existing Conditions Report.

The project team also offered the opportunity to meet with First Nation communities potentially affected by the project at their request.

Letters were sent by MTO to the four First Nations groups on April 21, 2010 informing them of the release of the draft Area Transportation Systems Report. Copies of the letters sent are enclosed in **Appendix M**.

Letters were also sent by MTO to the four First Nations groups on May 26, 2010 inviting them to attend PIC #4 in order to review and comment on the materials presented. Copies of the letters sent are enclosed in **Appendix M**.

Notice of PIC #4 was also advertised in the following weekly newspapers:

- | | | |
|------------------------------------|------------------|------------------|
| 1. Turtle Island News | Wed June 2, 2010 | Wed June 9, 2010 |
| 2. Tekawennake New Credit Reporter | Wed June 2, 2010 | Wed June 9, 2010 |

At PIC #4 a First Nations display panel was presented which outlined the following:

- Six Nations of the Grand River Territory
- Williams Treaty First Nations
- Mississaugas of the New Credit First Nation
- First Nations Considerations
- Active Land Claims around the Preliminary Study Area (as of September 30, 2008)
- First Nations Engagement

A copy of the display panel is enclosed in **Appendix G**.

MTO is committed to engaging First Nations communities throughout the GTA West Study and will continue discussions with First Nations in a manner appropriate to them.